(c) The operations of Air Taxis have not affected the Indian Airlines and Vayudoot.

Losses to Airlines

286. SHRI JAGDISH JANI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that all the three Airlines and the Helicopter Corporation of India are incurring huge losses during the current year;

(b) if so, what are the reasons therefor; and

(c) what steps are being taken to improve the performance of Airlines and also to avoid the factors responsible for losses?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) to (c) *Air India.*

The Gulf crisis led to a sharp increase in the oil price as well as the insurance rates to the Air India's revenue from the Gulf region has fallen on account of the closure of the services to Iraq and Kuwait. These factors are estimated to lead to a deficit of Rs. 200 crores during the current financial year. These factors are beyond the control of the airline. The airline, is rationalising its operations and cutting down unnecessary expenditures to cope with the situation.

Indian Airlines

The suspension of A-320 aircraft has caused a loss of approximately Rs. 4.29 crores per week to Indian Airlines. With the reinduction of the aircraft and its optimum utilisation, the financial position of the airline is expected to improve. However, it will taken quite some time before the airline is able to wipe out the accumulated losses.

Pawan Hans Ltd.

The grounding of the Westland fleet for a part of the year and the high cost of operation of the Westland helicopter has had an adverse impact on the financial position of Pawan Hans. The Westland helicopter has been reinducted to a certain extent. On its Daulphin fleet, Pawan Hans is making adequate profits.

Vayudoot Ltd.

Vayudoot is saddled with aged and uneconomical aircraft, short haul operations and unremunerative fare structure. On account of these thrte factors, Vayudoot's operations are inherently unviable. It is imperative to rationalise its operations to reduce the magnitude of the losses.

Non-payment of dues by the SEBs

287. DR. BAPU KALDATE: Will the Minister of ENERGY be pleased to state:

(a) what is the total amount due from the State Electricity Boards at the end of 1989, State-wise as compared to that at the end of 1988;

(b) what are the main causes for the non-payment of the dues by the State Electricity Boards; and

(c) what is the existing mode of payment and whether any review of the procedure has been made to avoid accumulation of dues stating the corrective measures contemplated in this regard?

THE MINISTER OF STATE FOR ENERGY (SHRI BABANRAO DHAKNE): (a) to (c) The information is being collected and will be laid on the Table of the House.

Dues of IAAI

288. DR. BAPU KALDATE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Libyan Government which normally makes payment in oil in lieu of hard currency has been withholding oil worth Rs. 30 crores for years despite efforts to recover the dues for the various projects completed by IAAI;

(b) if so, what are the details in this regard;